

Announcement of FY 1999 TCSP Grant Awards

Transportation and Community and System Preservation Pilot Program Project Description Summaries

Alaska

01: Municipality of Anchorage: "Anchorage Metropolitan Area Transportation Study (AMATS) Community Transportation Cooperative" \$250,000

Re-design the public involvement program by determining the most effective processes and technology to empower the public, to facilitate communication, and to motivate the community to engage in meaningful dialogue in land use and transportation issues. Apply the new program to the Ship Creek Multimodal Transportation Plan, an area with controversial land use /transportation/ community preservation issues located adjacent to the downtown Anchorage Central Business District.

Arizona

05: City of Tempe: "Transit Overlay District and University Drive Subarea Study/Integrated Transportation Plan, Model, and Local Transit-Oriented Design Guidelines" \$225,000

Complete the community-driven elements of the comprehensive transportation and land use plan. Activities include:

- A transportation subarea study and implementation plan for University Drive that will coordinate neighborhood goals to narrow/traffic calm the street while identifying strategies to combat a range of area transportation issues with an approach that emphasizes both non-SOV transportation and community redevelopment.
- Creating a transit-oriented overlay district model, which can be supported by neighborhoods and the development community. Implement on University Drive and in the NewTowN service area. Apply to other parts of Tempe and communities.

California

13: San Francisco Planning Department: "Land Use Support for the Mission Street Transit Corridor" \$177,000

Develop a plan for transit-oriented development in the Mission Street Transit Corridor and its diverse mix of mostly medium- and low-income residents, who depend on transit for journey-to-work trips. Prepare a transit-oriented land use plan for the Balboa Park Station at the southern end of the corridor and use as a model for how transit-oriented development can increase the

city's share of new mixed-use residential and commercial development, how it can strengthen land use and transit links, how it can increase transit use, how it can encourage mixed-use residential and commercial infill sensitive to neighborhoods, how it can refocus the city's neighborhoods towards transit and away from the automobile, and how it can ease some of the burdens placed on private-sector development.

45: City of Escalon: "Escalon High School Linkage Project" \$150,000

Link the community high school with a variety of land uses via two separate alternative transportation corridors: 1) The Southern Link - A pedestrian plaza, roadside park and woonerf on a portion of SR-120 abandoned as a result of highway realignment; and 2) The Northern Link - A Class-I bicycle lane along Miller Avenue providing a direct link between the high school and community center and a bicycle/pedestrian activated crossing signal. Mitigate the impacts associated with the widen roadways. Populations benefitting from the project include both students and senior citizens.

64: Mono County: "Lee Vining Community Planning Project" \$182,000

Create a consensus-driven vision to provide transportation and land-use planning guidance to a small town that serves as a main gateway to Yosemite National Park. Identify the community's role in balancing the need for tourism with the preservation of community character and quality of life. Balance the multiple needs and users who depend on a major state highway facility serving as a local Main Street. Identify mitigation opportunities for seasonal traffic impacts in and around the park, focusing on the proper integration of the YARTS with Lee Vining and other communities bordering the park. Provide a model for intergovernmental cooperation and public involvement for unincorporated rural areas struggling with transportation and land-use issues.

Connecticut

01: Hartford Metropolitan Area: "Picture It Better Together: Taking Transportation Goals From Policy to Reality" \$480,000

Examine the links between transportation, land use, and economic development at both the neighborhood and regional level by researching sustainable development practices informed by local and regional perspectives. Identify traditional forms of circulation and land use patterns in three prototypical communities—one urban, one suburban, and one rural—then plan for integrative patterns of development in each. Research and form best development practices, business incentives, and public/private support for these strategies at the regional level and facilitate discussions about regional interdependence. Develop human-scaled land use designs at the neighborhood level to integrate multiple transport modes and address traffic conflicts.

District of Columbia

01: Metropolitan Washington Region: "Implement Adopted Transportation Vision for the Metropolitan Washington: Develop Circulation Systems and Green Space" \$380,000

Implement two key components of the region transportation vision: 1) improvements of circulation systems within the regional core and regional activity centers and 2) integration of green space into a regional greenways system. Involve key agencies, officials, and stakeholders and identify financial resources for project implementation. Design comprehensive regional programs which identify priority projects for implementation and encourage the inclusion of these projects into the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP).

Florida

05: Gainesville Metropolitan Area: "Develop and Apply Integrated Land Use and Transportation Sketch Planning Methods" \$150,000

Develop sketch planning methods and simple model refinements to better estimate the effects of various land use, non- motorized transportation and transit strategies on travel choices and behavior. Develop analytical methods to post-process certain outputs of the traditional four-step travel demand forecasting process to better represent the land use-transportation connection. The goal is not methodological elegance but rather ease of use and improved predictive power. Activity addresses all modes of travel, particularly as they relate to different land use characteristics within the metropolitan area.

Idaho

01: Ada/Canyon Counties: "Treasure Valley Futures: New Choices for the American West" \$510,000

Develop an education process which defines barriers to attaining these goals and identifies a range of alternative choices for policy implementation that can be incorporated directly into the existing land use and transportation policy framework. The project should result in an increase in the number of policy decisions being made by agencies and other groups supporting local and regional objectives. The project approach is designed to work within the Treasure Valley's fragmented political framework and deeply held beliefs concerning private property rights.

Kentucky

01: Central Bluegrass Region: "An Integrated Model for Transportation Planning and Context Sensitive Design" \$435,000

Produce two linked products that will aid in realizing and attaining TCSP goals. Provide innovative guidance and strategies to aid communities in reconciling development pressures with the need for livable communities through the Corridor Master Planning Handbook. Detail the fusion of visualization software with group facilitation and decision techniques for purposes of promoting consensus across a diverse community regarding roadway improvements through the Visualization Guide. These tools will address local planning questions that arise from regional

concerns and aid in understanding the link between them. The project focuses on the development challenges found in the historic Bluegrass Region of Kentucky and involves both traditional and non-traditional partners.

Louisiana

01: New Orleans Metropolitan Area: "Transportation/Community Systems Optimization through Non-Traditional Partnering and Infrastructure Prioritization" \$450,000

Develop and implement various mechanisms to affect land use growth factors and system tools in order to guide transportation development, community and system preservation and regional metropolitan sprawl. Traditional tools and non-traditional approaches will be employed. Develop regional strategies and tools leading to a long-range plan and a map of growth/sprawl boundaries for a regional livability standard based on balance and sustainability. Develop a capital project management plan for the effective and efficient timing and construction of transportation infrastructure, and establish a framework for the control and monitoring of regional metropolitan sprawl. Form coalitions of interest groups in the region to realize the level of knowledgeable voter tax support to implement sustainable land use and transportation growth measures.

Maryland

04: State of Maryland: "Maryland Integrating Transportation & Smart Growth (MINTS)" \$450,000

Use integrated Smart Growth and transportation planning strategies to: maintain and enhance existing communities and contribute to their quality of life and economic vitality; demonstrate how investments in transportation strategies can encourage well planned growth where it is desired and discourage new development where it is inconsistent with Smart Growth objectives; and use sound growth management to facilitate community conservation, preservation of infrastructure capacity, and "smart" transportation strategies. The project will be carried out in 2-3 locations representing two distinct growth-management settings: 1) an urban community with challenges to improve the efficiency of the existing transportation system, to conserve the community, and to prompt re-development and infill development and 2) in exurban and suburban areas with sprawling development patterns which threaten rural resource protection goals, generate highway and other infrastructure needs, and environmental and transportation system efficiency issues.

Michigan

05: Saginaw Metropolitan Area: "Retrofitting Anytown, USA" \$48,000

Conduct a public design charrette to look at retrofitting two intersecting suburban corridors, making the area both pedestrian and transit friendly. Focus on issues of pedestrian mobility and

accessibility, and public transit with the "visioning" and recommendations providing planning directions to local agencies and private enterprises to retrofit the existing auto-dominated environment.

12: Lansing/Tri-County Region: "Regional Growth: Choices For Our Future" \$355,000

The Tri-County Regional Planning Commission, representing Clinton, Eaton and Ingham Counties and the Lansing, Michigan metropolitan area, has initiated Regional Growth: Choices For Our Future to Develop a series of innovative pilot planning techniques which will demonstrate enhanced planning methods which may be readily transferred to similar efforts nationwide. Formulate consensus on a new land use patterns and on new policies to guide land use change. Evaluate and track successful implementation by creating a "Sprawl Index" and a comprehensive evaluation program using real cost studies and fiscal impact analysis, analysis of how transportation investment decisions and asset management strategies effect urban sprawl, gathering information on why people relocate, and developing monitoring measures.

Missouri

06: Kansas City Metropolitan Area: "SMART CHOICES-Options for Creating Quality Places" \$600,000

The Mid-America Regional Council (MARC), project will build on regional and local planning efforts addressing the better integration of transportation investments and land use decisions. Provide tools specifically designed for Midwestern communities to promote urban and suburban development compatible with sustainable community design. Activities include: (1) the development of Transit-Oriented Development prototypes, education, and other implementation strategies; (2) a cost-of- development analysis that will provide fiscal information relative to alternative development; and, (3) an interactive compact disc to communicate information on alternative design concepts and specifications.

Montana

06: City of Laurel: "Transportation and Community Sustainability Plan" \$85,000

Develop a 'Transportation and Community Sustainability Plan' for the City of Laurel. Activities include: (1) analyzing the traffic and community impacts of major transportation features; (2) analyzing the overall transportation system (current and planned) and its implications for sustainability; (3) analyzing the land use patterns and their contributions to the traffic situation; (4) analyzing the sustainability of the community's commercial core in the face of transportation-related threats; (5) analyzing non-motorized travel; (6) analyzing how different assumptions in transportation and land use can lead to more sustainable scenarios for the future; and (7) creating an action plan for a more sustainable Laurel.

New Jersey

14: Northern New Jersey: "Preparing Modern Intermodal Freight Infrastructure to Support Brownfield Economic Redevelopment" \$700,000

Facilitate the redevelopment of abandoned industrial brownfield sites by freight related businesses at the port, airport, and rail terminals in northern New Jersey. Leverage statewide and regional resources to overcome current constraints affecting brownfield redevelopment. Conduct a market analysis, compile an inventory of promising brownfield sites, perform outreach to communities and carry out detailed case studies. Completed plan will address needed transportation access to brownfield sites and effectively market the sites for freight related activities and provide new employment opportunities for urban residents, avert inefficient sprawl, reduce the volume of trucks on regional roads and safeguard the environment.

34: State of New Jersey: "Transit-friendly Communities for New Jersey" \$535,000

Work with diverse community partners to develop specific ways that New Jersey towns can become more "transit friendly," by building on both NJT's initiatives to make train stations themselves "passenger friendly" and on statewide "smart growth" initiatives to reduce sprawl and encourage new development within walking distance of transit stations. Develop educational workshops, technical assistance and demonstration projects in four to six communities to shape a new vision for linking train stations to community enhancement. Implement a series of short-term, catalytic demonstration projects in the districts immediately around train stations to spur community involvement and leverage local investment and participation. Maximize its relevancy to the state's diverse community involvement and leverage local investment and participation. Leverage the talents and resources of NJT's non-profit and government partners to shape the future of communities around NJT stations well into the 21st Century. Develop models for other New Jersey communities to follow in future NJT projects. Ensure that communities understand how transportation investments can enhance the environment, create strong downtown centers, and improve quality of life.

New York

02: City of Troy: "Waterfront Redevelopment" \$70,000

Develop a Transportation and Land Use Study as a part of a redevelopment planning process for South Troy's Working Waterfront. Address the needs of this long underutilized waterfront and facilitate the area's development as an appealing and efficient business, residential, cultural, and recreational center. Inventory and analyze the existing land use pattern and transportation system, evaluate redevelopment alternatives, and identify and implement a series of compatible land use and transportation strategies and projects for the study area. Combine planning techniques including community workshops and visioning sessions, design charrettes, and planning and architecture student involvement. Build upon collaborative working relationships with traditional and nontraditional partners including community-based, organizations and nonprofit agencies, as well as private, public, local, regional, County and State agency representatives. Develop a plan to maximize efficiency in transportation access while minimizing environmental and related impacts of the proposed redevelopment.

North Carolina

06: Research Triangle Region: "Regional Development & Mobility Principles" \$450,000

Develop strategies to change the 6-county Research Triangle region's current pattern of development from a conventional suburban expansion model to one based more on principles supportive of compact urban form with walkable. Activities include: A detailed description and analysis comparing the land use, transportation, fiscal and environmental implications of the preferred regional development pattern to the current development pattern. A comprehensive set of strategies composed of design and development standards, infrastructure policies, fiscal tools, and legislative authority needed to achieve the preferred development pattern. A set of computer visualizations and supporting explanatory material showing how places within the region could develop differently under the preferred pattern or under the current pattern. A community outreach and feedback effort to explain the project's work, monitor communities' views of the work, and revise the work to address community concerns.

Ohio

10: Woodmere Village, Cleveland: Making Chagrin Boulevard a "Place" Instead of a Dividing Road: A Greater Cleveland Demonstration Project in Woodmere Village, Ohio" \$195,000

Redefining Woodmere Village, a small, predominantly African-American suburb of Cleveland, in a highly creative manner. Create an environment for small town community interactions while simultaneously handling 26,000-36,000 ADT on its "Main Street." Provide a local demonstration project which balances the interests of "home," "place" and business with the goal of commuter convenience. Set the stage to adopt new zoning and land use policies to encourage denser, more sustainable development in the future.

12: City of Dayton: "Tool Town" \$300,000

Evaluate the existing buildings, transportation infrastructure, and utilities and the development of a schematic campus master plan with capital costs, an implementation schedule, and funding strategies. Tool Town will make more efficient use of existing transportation network and other infrastructure and reuse land and the built environment, both of which will curb additional regional sprawl. The effort will also create jobs that can be filled by Dayton residents; support the long-term viability of tooling and machining in our region; help tooling and machining industry compete globally; and retain these secure, high-paying jobs in the United States.

Oregon

05: Portland Metropolitan Area: "Urban Reserve Planning for the Portland, Oregon Metropolitan Region" \$500,000

Develop master planning for the area must occur before development begins to ensure efficient provision of services and infrastructure and effective environmental conservation. Help local

governments address the difficult transportation, land-use and environmental challenges of the area, including: Streams on the recent federal listing of endangered fish; Mitigation of addition impacts on severe downstream flooding; Local topography that creates a serious challenge in transitioning from a few two-lane country roads to a system that can serve the expected future population.

11: Willamette Valley: "Evaluate the Transportation Impacts of Possible Futures in Oregon's Willamette Valley Organization" \$600,000

Provide a unique, long-range, regional focus on: (1) the transportation consequences of continuing current land development patterns in the Valley; (2) the benefits possible through alternative, transportation-efficient development patterns that are based on more compact growth and urban designs that reduce reliance on the automobile; and (3) the benefits possible through certain changes in the transportation system. Focus on all current and future travel between the metropolitan areas, cities and towns in the 11,500 square mile Valley. Activities include: (1) the development, modeling and analysis of possible future land use and transportation scenarios; (2) public outreach and education; (3) development of recommended actions and implementation strategies to achieve a preferred future; and (4) development of regional benchmarks and a monitoring framework to track progress.

Pennsylvania

05: Centre County: "Creating a Community-based Sustainable Future for I-99: A Watershed Approach" \$500,000

Establish a collaborative, multi-municipal model interchange overlay district ordinance to better manage and guide development surrounding the 12 interchanges in Centre County of I-99 in Centre County and create a watershed-wide (mid-Bald Eagle watershed including the Spring Creek Basin), community-based collaborative land use and sustainability plan to meet the long-term needs of the community.

08: Philadelphia Metropolitan Area: "Implement Transit Oriented Development in the Philadelphia Metropolitan Area: Schuylkill Valley Metro (SVM) Corridor Station Area Planning and Implementation" \$665,600

Implement TOD principles and induce private sector investment in TODs by: (1) creating an innovative LEM Product that provides mortgage financing for housing in transit dense areas, (2) undertaking a region wide advocacy project to sow the seeds of public support for TODs, (3) producing a transit corridor-specific real estate market demand feasibility study that provide a greater level of understanding of TODs within the real estate community (thereby reducing the perceived risk to developers) and (4) preparing zoning ordinance language, to implement focused station area plans, that provides a supportive regulatory environment for TOD. Innovative activities include: (1) the proposed LEM Product; (2) the timing of the planning and development regulations work and garnering public support for TOD, well in advance of implementing a major transportation investment; and (3) basing the development controls on a corridor and station-focused real estate market study.

Rhode Island

11: City of Providence: "Olneyville Square Inter-modal Transit Center" \$600,000

Revitalize neighborhood by using transportation and intermodal facilities that will capitalize on an urban river, recycle brownfields, promote home-ownership and support small business development. Focus on the commercial heart of the neighborhood, which was once the second largest commercial area in the City, by: siting a public Transit Center, linking the Woonasquatucket Greenway/Bikeway project to the Transit Center, and re-connecting Olneyville Square and the Transit Center to the West Broadway neighborhood.

South Carolina

01: Berkeley, Charleston, Dorchester Region: "Development and implementation of a Model Program Strategy to Link Transportation, Infrastructure and Land Use Planning for the Berkeley Charleston Dorchester Region of South Carolina" \$300,000

Evaluate past and future growth patterns and promote sustainable growth in the Berkeley, Charleston, and Dorchester region, the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). Utilize satellite imagery to graphically depict growth patterns over twenty years in the region and using the identified patterns to project impacts for the future. Estimate the costs of sprawl. Evaluate environmental losses of growth patterns at the continued rate and pattern. Compile alternative land use and growth pattern strategies and the identify techniques to encourage organized and sustainable growth. Illustrate the impacts and costs (in environmental losses as well as fiscal impacts) of particular growth patterns as experienced in the past twenty years, as well as to project those same impacts and costs if a similar pattern of growth is continued. Develop alternatives and recommendations to encourage smarter and more efficient growth.

Tennessee

01: Johnson City: "The Land Use and Transportation Plan" \$275,000

Integrate land use planning with transportation planning to increase the performance and efficiency of the transportation system. Adopted formal code changes to land use regulations based on the principles of traditional neighborhood development and transit oriented development. Create opportunities for intensified mixed-use development to occur in neighborhood nodes and permit increased accessibility for pedestrians, bicycles, and transit. Evaluate projected traffic volume and type with and without adoption of the new regulations. The results of the Land Use and Transportation will be able to be used by other communities across the State of Tennessee and nationally.

Texas

14: City of Houston: "Main Street Corridor Planning and Research Project" \$500,000

Develop a singular, urban vision for the eight-mile Main Street Corridor. Encourage transit and pedestrian-oriented development, improve access to the corridor, explore ground-breaking implementation strategies, and institute innovative evaluation techniques. Build partnerships among public agencies, private and non-profit interests as a vital component of the planning process. Reinforce trends toward inner city revitalization leading to a reduction of automobile dependency and improved air quality in the region.

Utah

07: Greater Wasatch Area: "Envision Utah" \$425,000

Create a broadly and publicly supported Quality Growth Strategy-a vision to protect Utah's environment, economic strength, and quality of life for our children. Create a replicable process for planning and managing rapid growth and development. Seek community feedback and participation to assist in the development of a publicly supported Quality Growth Strategy and pursuit of actual implementation of this strategy in the Greater Wasatch Area. Develop and draft final Quality Growth Strategy and pursue actual implementation of this strategy in the Greater Wasatch Area. Utilize modeling tools to assist Envision Utah in the cost and impact analysis of the alternative growth scenarios.

Virginia

03: Charlottesville Metropolitan Area: "Jefferson Area Eastern Planning Initiative" \$517,920

Develop a new model for integrated land use/transportation planning and use it to achieve a regional plan which lays the groundwork for the community's 50-year vision. Build upon planning tools the PDC has developed to improve the multi-modal design of neighborhoods, commercial centers, and transportation corridors. Package as a handbook, CD-Rom, and on the Web to make it easy for other small urban and rural communities to use them.

Washington

02: Central Puget Sound Region: "Transit Station Communities Project " \$400,000

Use a variety of tools that will contribute to the success of intermodal facilities by working with citizens, neighborhood groups, the business sector, developers, elected officials, and agency personnel to create more livable communities. Organize and initiate both region wide coordination as well as local technical assistance efforts. Coordinate the numerous and disparate station area planning and development activities throughout the region to reach out to local

jurisdictions, the development community, and the public to increase the level of awareness and understanding of the opportunities and challenges of intermodal station planning. Provide direct technical assistance and improve community outreach and test a variety of different techniques aimed at advancing local implementation and expanding local community participation.

West Virginia

01: City of Martinsburg: "Historic Baltimore & Ohio Roundhouse Renovation Project" \$300,000

Develop plans and specifications to renovate/restore the Historic B&O Roundhouse complex. Establish an intermodal operations center to coordinate these services in relation to port commerce, commuter systems, commercial trade, travel and tourism which ties together the highway, rail and air transportation system from within the inland intermodal port area to the historic infrastructure links in a manner which will enhance commerce, cultural/recreational opportunities, and transportation best practices. Develop a Facility Use Plan to chart the course for the complex's development. Provide direction for local officials and the community as they strive to both preserve and effectively transform the existing facility into a key element of the entire transportation, retail trade and community complex. Purchase a trolley bus which will be used as a key short term commuter link with the existing transportation system by providing access to the MARC Train and the Pan Tran Public Transportation System.

Wisconsin

01: Dane County: "Design Dane Phase II" \$365,000

Provide Dane County communities with the tools necessary to thoroughly evaluate competing land development scenarios. Design a technical geographic model, standards, and process to more efficiently present to decision makers the true costs and benefits of alternative growth patterns. Consider alternatives to simply adding more lanes when making improvements to congested roadways. Coordinate between land use and transportation decision making in communities along roadway corridors. Design and implement transit-oriented development (TOD) projects that may be used as models for future development within our primary transit corridor.